



## PLANNING COMMISSION MEETING STAFF REPORT JANUARY 26, 2006

<b>Project:</b>	CASTILLEJA PLANNED DISTRICT- (PLN2005-00348)
<b>Proposal:</b>	To consider a Preliminary and Precise Planned District for the development of 114 single-family detached units and associated landscaping, private open space, access and circulation improvements.
<b>Recommendation:</b>	Recommend to City Council
<b>Location:</b>	48835-48881 Kato Road on the edge of the Warm Springs Planning Area APN 519-1010-060 (See aerial photo next page)
<b>Area:</b>	7.04-acre lot
<b>People:</b>	Santa Clara Development/Robson Homes, Applicant Jake Lavin, Agent of Applicant SWA Group, Civil Engineering Associates, Robert Hidey Architects, Consultants Steve Sundeen, Mission San Jose LLC, Owner Scott Ruhland, Staff Planner (510) 494-4453, <a href="mailto:sruhland@ci.fremont.ca.us">sruhland@ci.fremont.ca.us</a>
<b>Environmental Review:</b>	This project was previously reviewed under the California Environmental Quality Act (CEQA) through the Housing Element Implementation Program (PLN2004-00272) and a Mitigated Negative Declaration was adopted on July 13, 2004.
<b>General Plan:</b>	Medium Density Residential, 11-15 units/acre and 18-23 units/acre
<b>Zoning:</b>	Existing: Multi-Family Residential, R-3-15, R-3-23 Proposed: Planned District, P-2005-348

### **EXECUTIVE SUMMARY:**

The project is an existing industrial site that has recently been re-designated and rezoned to multi-family residential through a City-initiated process as part of the Housing Element Implementation Program. The project site contains two General Plan medium density residential designations resulting in two density ranges, each with a different midpoint. The applicant has requested a Planned District rezoning for the purposes of developing a new residential neighborhood with 114 detached single-family homes. The project also includes substantial site, landscape, circulation, access, grading and drainage improvements. The primary purpose of the Planned District is to allow flexibility in product type and site design in order to average the density over the project site cumulatively instead of meeting each midpoint independently.



Figure 1: Aerial Photo (2002) of Project Site and Surrounding Area.



[1 inch = 375 feet]

**SURROUNDING LAND USES:**

North: Kato Road and industrial uses beyond

South: Industrial buildings currently (approved Medium Density Residential development, Warm Springs Village).

East: Industrial buildings currently (approved Medium Density Residential development, Warm Springs Village).

### West: Railroad Tracks and Industrial uses Beyond

## **BACKGROUND AND PREVIOUS ACTIONS:**

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A City-initiated General Plan Amendment and Rezoning, PLN2004-00272, was approved on July 13, 2004. The purpose of that action was to change the land use of the project site from industrial to residential to facilitate multi-family residential development as contemplated by the Housing Element Implementation Program. The associated Mitigated Negative Declaration, PLN2004-00272, was also adopted on July 13, 2004. This environmental document evaluated the potential impacts of the proposed project per the General Plan Amendment and Rezoning and outlined the required mitigation measures necessary to reduce potential impacts to less than significant levels.

## **PROJECT DESCRIPTION:**

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The proposed project is a major infill redevelopment. The existing site contains two large industrial and warehouse/storage buildings and associated parking and circulation improvements. Landscape improvements and numerous mature trees also exist on site. To prepare the site for this development, all buildings and existing site improvements will be demolished. The proposed project consists of 114 residential units, a private park and associated landscape, circulation, parking and drainage improvements.

The 114 detached single-family homes are situated on auto-courts that provide vehicular access to garages, and landscaped pedestrian paseos that provide pedestrian access to the front doors. The units range from 960 to 1,915 square feet. These types of units represent a newer residential product type that has characteristics of both single-family homes and multi-family townhouses. They are similar to single-family dwellings in that units are detached with no common walls in between the units. However, the units are attached by yard walls that screen the private open spaces. They're similar to a multi-family townhome in that yard sizes are limited to patios and small landscaped areas and the overall size of the units are not in proportion to their lot size in respect to lot coverage. Six feet of separation exists between the units where private yard and utility areas are located.

The project also includes various site and landscape improvements to help enhance the design and livability of the project. These improvements include an approximate 11,000 square foot private park, landscaping in various forms including landscaped paseos, drainage swales to help improve stormwater quality, circulation and access improvements (private streets) including guest parking. An elaborate pavement design is also included that consists of varying hardscape materials throughout the site.

## **PROJECT ANALYSIS:**

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### ***General Plan Conformance:***

The existing General Plan land use designation for the project site is Medium Density Residential, 11-15 units/acre and 18-23 units/acre. The proposed project is consistent with these General Plan land use designations for multi-family residential areas. The applicant is proposing to average the density of the project to meet the overall midpoint range of each R-3 Multi-family Zoning District instead of meeting the midpoint independently for the two zoning districts which form the cumulative project site.

In this case, based on the following calculation, a minimum of 112 units are required where 114 units are provided.

- Medium Density Residential, 11-15 units/acre – midpoint of 13 units x 4.25 acres = **55 units**
- Medium Density Residential, 18-23 units/acre – midpoint of 20.5 units x 2.79 acres = **57 units**
- **Total Units Required = 112 (114 Provided)**

The following General Plan Goals, Objectives and Policies are applicable to the proposed project:

- *Housing Goal 2 – High quality and well-designed new housing of all types throughout the City.*
- *Land Use Goal 1 – New housing development while conserving the character of the City's existing single family residential neighborhoods.*

#### Analysis

The project conforms to this policy because it provides a variety of housing units, which are of a smaller size than typical single family homes, while conserving the quality and character of nearby residential neighborhoods.

- *Land Use Policy 1.1 – Residential as the primary use allowed in residentially designated areas. The type of residential use depends on the permitted density and other criteria to protect neighborhood character and the safety and welfare of residents.*

#### Analysis

The project conforms to this policy because residential is the primary use being proposed in this residentially designated area in conformance with the required density.

- *Land Use Policy 1.11 – Appropriate transitions shall be encouraged between higher density residential areas and commercial and lower density residential areas. Transitions can be composed of streets, setbacks, open space, landscape and site treatments, building design and other techniques.*

#### Analysis

The project conforms to this policy because the transitional areas between this residential site and nearby industrial uses consist of two sets of railroad tracks and a major arterial roadway, and the residential project will include noise mitigation measures.

- *Land Use Policy 1.12 – To maximum extent feasible, play areas shall be located to avoid conflict between residents attempting to reach these facilities and vehicular traffic.*

#### Analysis

The project conforms to this policy because the common open space has been centrally located and is well connected to the entire development via pedestrian walkways.

- *Land Use Policy 1.13 – Buildings shall be designed to provide for maximum feasible visual and auditory privacy for each unit through the use of site design, open space, landscaping and appropriate building materials.*

### Analysis

The project conforms to this policy because the buildings have been designed and sited to minimize impacts and ensure privacy. Landscaping and open space have also been designed to provide screening and buffering.

- *Land Use Policy 1.17 – Where open space has been considered as an element in the design of a residential development project, further development or encroachment on the open space by new buildings shall be strongly discouraged. Where feasible, project open space shall be permanently restricted to open space through deed restriction or other appropriate means.*

### Analysis

The project conforms to this policy because the 11,000 square foot private park will be a common open space area owned by the homeowners association which is required to remain as open space through the conditions of approval for the Planned District. (Condition A-1)

- *Land Use Policy 1.23 – A variety of unit types and sizes shall be encouraged within each multi-family project.*

### Analysis

The project conforms to this policy because five architectural styles are proposed, each with a variety of floor plans and unit sizes.

- *Land Use Policy 1.25 – Where several multi-family projects are on adjacent parcels of land, a variety of architectural and site design treatments shall be encouraged. However, an architectural or landscape design theme for several parcels may be appropriate.*

### Analysis

The project conforms to this policy because each architectural style has been designed independently although in a manner to complement each other. An overall landscape theme has been provided for the project that complements the entire site. The site has also been planned and designed in accordance with the adjacent site (Warm Springs Village). An emergency vehicle access easement will be provided between the two projects.

### ***Zoning Regulations:***

As set forth in Section 8-21810 of the Fremont Municipal Code (FMC), the proposed project is permitted in a Planned District subject to a Planned District Rezoning.

The proposed project involves a rezoning of one parcel with two different Multi-Family Residential Zoning Districts, R-3-15 and R-3-23 to a Planned District. The project meets the density requirement of the two R-3 Districts by averaging the density of the overall project across the entire site instead of meeting each density range independently. The proposed product type and resulting site design deviates from the typical requirements of the R-3 District in terms of minimum lot size, minimum lot width, lot coverage, building setbacks and building separation if the project is evaluated as single-family homes. Many of these requirements would be addressed if the product type is considered a townhome, or multi-family dwelling.

Overall, the proposed project does meet the overall intent of the R-3 Multi-Family Zoning District in terms of providing a well planned, suitable environment for multi-family development and promoting a land use compatible with the intensity of existing and future development. Further, the proposed project is consistent with the R-3 architecture and site design standards in regards to building heights; the contextual relationship to adjacent development; articulating the building elevations; a comprehensive pedestrian circulation system; landscaping yards and common open space; and, providing adequate interior storage.

***Inclusionary Zoning:***

The project meets the City's Inclusionary zoning requirements through the inclusion of 17 for-sale Below Market Rate (BMR) units. These units will consist of Plan 1 and Plan 1x which will be dispersed throughout the project (Condition A-17). It is the intent to allocate the BMR units in a manner consistent with the other architectural styles provided.

***Architecture:***

The basis for architectural design incorporated into this project results from an attempt to create a traditional neighborhood while drawing from common architectural themes associated with Mission and Spanish Colonial and other similar styles. Materials consist primarily of stucco exterior with a variety of secondary materials including decorative concrete block, concrete tile roofs, foam trim, wrought iron, wood shutters and wood rafter tails.

The housing product proposed for this development consists of single-family detached homes that have characteristics of both townhomes and single-family units. This type of housing product was chosen, in part, because the smaller lots they occupy help to achieve the density required by the General Plan. This product type contains five (5) architectural styles/elevations and four (4) floor plans ranging in size from 960 to 1,915 square feet, excluding the approximate 380 square foot garage. The applicant is proposing a floor plan/architectural style combination that result in 12 different designs. Four (4) color palettes are proposed which result in 36 variations of color and design for this product. However, the color palette chosen for these units is quite similar and will be subject to further review and approval by staff during the Development Organization review (Condition A-21).

Architectural styles are identified as Spanish Colonial, Santa Barbara, Mission Revival, Provence and Monterey. Each style is articulated by a variety of details and certain elements exclusive to each style. For example, among other details, the Monterey style contains a cantilevered wood balcony, the Santa Barbara styles includes canvas awnings and wrought iron flower pot shelves. The Mission Revival style includes precast concrete columns and window headers, the Provence style includes wood shutters and the Spanish Colonial style includes arched windows and wrought iron flower pot rings.

***Parking and Circulation:***

The project is required to provide a total of 228 parking spaces, 171 covered spaces for residents and 57 uncovered spaces for guests. The project provides a total of 285 parking spaces, 228 for residents and 57 spaces for guests. The 228 resident spaces are typical covered garage spaces, two per unit. The guest spaces consist of 57 uncovered spaces dispersed throughout the development. A portion of the guest spaces do not meet the minimum size requirements, however a minor adjustment in the site plan can accommodate the requirement; the result will be 9' x 17' space with two foot overhang. (Condition A-22).

Circulation is proposed as a single loop private street with auto-courts that provide access to the individual units. Access to the site is provided via a main driveway off of Kato Road. An emergency vehicle access easement (EVAE) will be provided along southern boundary of the project site and connect to the adjacent site, Warm Springs Village.

On site vehicle circulation is provided by private vehicle access ways (PVAWs), a type of private street used in condominium and townhouse developments. In 1984, City Council adopted a development policy for private vehicle access ways. The development policy sets forth principles and standards for developments that use private vehicle access ways. As part of the Planned District rezoning, the applicant is requesting deviations from the development policy. The policies and deviations are discussed below.

- *PVAW Policy #6: All private vehicle access ways are to be a minimum of twenty-four feet wide (clear width) in those portions where no parking is allowed directly off the access way. An additional four-foot width is required on the side of the access way wherein right angle enclosed parking is provided. An additional two-foot width is required on the side of the access way wherein right angle carport or uncovered parking is provided.*

#### Analysis

For the auto courts, the applicant is proposing reduced PVAW widths. The overall minimum clear width is proposed at twenty-three feet between the planters. The garage-to-garage width is twenty-eight feet. The PVAW policy requires a minimum clear width of twenty-four feet and minimum garage-to-garage dimension of thirty-two feet. In order to accommodate the reduced distances, the developer is proposing to install wider garage doors; nine- instead of eight-foot on one-car garages and seventeen- instead of sixteen-foot on two-car garages. Staff supports the proposed reduction in PVAW widths because the wider garage doors permit passenger vehicles to safely enter and exit the garages.

The applicant is also proposing streets with on-street parallel and right-angle parking. In the case of PVAWs with on-street parallel parking, the applicant is proposing twenty foot clear pavement width with an additional eight feet of pavement width on one side for parking. In areas with right-angle parking, the applicant is proposing twenty-three feet clear for vehicles to back up. The clear widths do not meet the policy requirement, nor do they conform to the zoning ordinance requirement of twenty-four feet for back-up space. However, staff finds that the one foot deviation in back-up space from the zoning ordinance is acceptable since it only occurs in limited areas where landscape planters exist along the auto-courts. In other locations back-up space is increased to meet the zoning ordinance requirement. Staff supports the applicant's PVAW design adjacent with on-street parallel and right-angle parking.

- *PVAW Policy 7: Vertical concrete curbs or concrete valley gutters shall be used where stormwater runoff is involved.*

#### Analysis

The requirement for vertical curbs and concrete valley gutters was implemented prior to the new stormwater pollution prevention requirements. In order to implement the stormwater pollution prevention plan, as proposed by the project design team, depressed (flush) curbs, rolled curbs, and vertical curbs with openings, into bio-swailes, are needed. Staff supports the proposed curb and gutter design.

- *PVAW Policy 8: Minimum edge of pavement radius is to be twenty feet, except for “turn around” facilities.*

#### Analysis

The auto court along the southern edge of the project site serves to connect the two main “collector” PVAWs. The driveways for this auto court do not include twenty-foot radii, but instead are proposed to be the same as the other dead-end auto court driveways. Staff supports the proposed on-site circulation design, including reduced curb radii as shown on the site plan.

- *PVAW Policy 9: An adequate hammerhead or bulb turn around is to be provided at the end of a dead end PVAW unless the design incorporates a “T” or four-way intersection within one hundred twenty feet of the end of the access way. Turn around facilities are to be adequate to allow fire apparatus and other emergency vehicles to turn around without backing into parking spaces.*

#### Analysis

The fire code requires vehicle turn around areas for dead end streets one hundred fifty feet and greater in length. The project complies with the fire code requirement. All of the dead-end streets will primarily serve only the homeowners and their guests. Staff supports the applicant’s proposal for dead end PVAWs that are less than one hundred fifty feet in length.

- *PVAW Policy #15: A walkway connection is to be provided from the private vehicle access ways to the main pedestrian pathway system. A 3.5 foot sidewalk shall be provided on both sides of the private vehicle access way.*

#### Analysis

The main private streets within the development are proposed with sidewalks on both sides of the street, however the auto courts, which provide garage access, do not have sidewalks adjacent to the streets. One reason sidewalks are not proposed adjacent to the vehicle access way is because the building design has pedestrian building access on the side opposite from the side with garage access. Because of the building design, the applicant is proposing paseos between the buildings. Staff supports the applicants proposal for sidewalks that, in some cases, are not adjacent to the vehicle access way.

#### ***Street Right-of-way Dedication and Improvements:***

The project fronts on Kato Road, a four-lane arterial as designated by the General Plan. In accordance with the Subdivision Ordinance, “The subdivision design shall conform to the pattern of thoroughfares designated in the General Plan and to any future street rights-of-way designated by the commission and approved by the council.” (FMC 8-1503)

The council approved precise plan map 584-C-352 established the planned right-of-way for Kato Road. Along the project frontage, planned right-of-way was tapered from 88 feet, in the east, to 146 feet, in the west (adjacent to the rail road tracks). The tapered right-of-way was planned to accommodate a railroad grade separation project. The existing right-of-way is not tapered, and therefore not consistent with approved precise plan map. As part of the planned district application, the developer plans to dedicate right-of-way on Kato Road in conformance with the General Plan and council approved precise plan map (Condition A-23).



In addition to the required right-of-way dedication, the applicant shall install complete street improvements along the Kato Road project frontage. Kato Road was improved with an industrial frontage standard, which at the time did not require sidewalks. This project shall: install sidewalks; construct a private street driveway; replace existing damaged and/or displaced curb, gutter, and pavement to the centerline of Kato Road; and removing the existing pavement striping and replacing with new striping to accommodate bike lanes, 4 travel lanes, and a 2-way left turn lane (Condition E-2). The applicant shall submit with the tentative map application a concept-striping plan for Kato Road from the intersection at Warms Springs Boulevard to the at-grade railroad crossing to the west (Condition E-3).

***Easements:***

The project site contains several existing easements, which are for utility purposes, roadway purposes, and private storm drain purposes. The public utilities and their corresponding easements along Kato Road were aligned to conform to the planned street right-of-way and railroad grade separation (see discussion above). With this project, the applicant is proposing to realign several existing utilities and vacate easements. The applicant has worked with staff and the utility agencies to make sure the proposed utility relocations and easement vacations can be accomplished, subject to future review, approval, permitting, and acceptance by the City or utility agency. The project also proposes several housing units within an existing public sidewalk easement along Kato Road. The developer shall apply for vacation of the sidewalk easement, prior to Planning Commission consideration of the tentative map.

***Open Space/Landscaping:***

Per the R-3 Multi-Family Zoning District, the project is required to provide a minimum of 5,950 square feet of common open space. In addition to the common open space requirement, the project is required to provide private open space for each unit at a minimum of 60 square feet for balconies and/or 100 square feet of patios. The project meets the common open space requirement by providing approximately 11,000 square feet of common open space generally located within the north central portion of the development. The open space is well positioned and connected to the entire development through the pedestrian circulation system. This area contains an open meadow, landscaping, specimen size canary islands palms, playground structure and patio/seating area adjacent to a fountain.

Private side yards are proposed for each unit to meet the private open space requirement. The side yards for Plan #3 and #4 meet the private open space requirement with approximately 157 and 477 square feet of space. However, Plans #1 and #2 are approximately 98 and 93 square feet instead of the required 100 square feet. The applicant justifies this minor deviation by increasing the size and amenities of the common open space area and providing an enhanced landscape design for the paseos that include small plazas, seating areas and special pavers. Staff supports this justification.

Landscape enhancement in the form of trees, shrubs and groundcover is provided throughout the development. Some existing mature trees will also be preserved which will enhance the character of the development. Landscape buffers and setbacks are provided that meet the minimum requirements of the Zoning Ordinance. The landscape buffer along the eastern edge of the project will include a bio-swales for the treatment of stormwater runoff.

***City Landscape Architect Review of Proposed Tree Removal:***

The proposed project is located on a 7.04-acre site containing a total of 145 trees. The Tree Survey Report submitted for this project is compiled in the Tree Removal Plan, Sheet C-7. The majority of the

onsite trees are located on the perimeter of the existing commercial/warehouse buildings and in parking lot planters. There are no native species present. Of the 16 tree species represented at the site, the most frequently occurring species is the Coast Redwood (20 trees). Aleppo Pine and Red Gum (17 trees each) are the next most frequently occurring species, followed by the Red Ironbark and American Sweetgum with 11 trees each. The largest specimen found on site is a 36-inch diameter Evergreen Ash (#14) near Kato Road.

Tree conditions were predominantly fair (52 trees) to good (42 trees). There were 24 trees rated as poor condition, mostly Red Gums with declining health. Additionally, trees were rated for Suitability for Preservation. Thirty-six trees were rated as having good suitability for preservation, while 59 trees were assigned a rating of moderate suitability. The remaining 24 trees were considered to have low suitability for preservation.

Of the 145 trees, 136 trees are recommended for removal, and nine trees will be retained. The 136 trees slated for removal include nine dead trees, and 18 trees with a trunk diameter size of less than 6 inches. In summary, the project proposes to remove a total of 109 regulated trees, 27 of which are rated as having good suitability for preservation and 82 with a moderate to poor rating of suitability for preservation.

The nine trees designated for preservation include the established cluster of Redwoods on Kato Road (Trees #2, 3, 4, 5, 6 and 7), and two Evergreen Ash trees (#15 and #21), also located on the Kato Road frontage. Along with Tree #56 (Redwood) located at the southwest corner, all nine trees are rated as having good suitability for preservation. Due to the installation of a new storm drain along the Kato Road frontage, a number of desirable trees could not be preserved. The applicant has, however, responded to Staff's request to revisit the Tree Removal Plan in order to preserve as many of the mature trees as possible.

As mitigation for the removal of up to 109 trees, the following items shall be required:

- Street trees of 24" box size shall be provided along Kato Road and at approximately 35' on center. Street trees shall be installed per the City's Standard Detail for Street Tree Planting. Species and location are subject to the approval of the City's Parks Supervisor.
- Specimen trees of 60" box size shall be included as part of the landscape features at the gateway/entry nodes at Kato Road. There shall be no less than two such areas throughout the project site featuring specimen size trees; species subject to staff approval during Tract Improvement Plan review and Development Organization review.
- All trees in and surrounding the Common Open Space shall be installed as 36" box size or greater. The Common Open Space Landscape Plan shall also provide space for a minimum of two 60" box size specimen trees, species subject to staff approval during Tract Improvement Plan review and Development Organization review.
- All other new trees shall be minimum 24" box size.

***View Impacts:***

The project site is currently developed with large scale warehouse and industrial buildings and is surrounded on two sides by industrial uses. Impacts to views are not anticipated.

***Grading & Drainage:***

The site is currently improved with two industrial buildings, associated parking lots, drive aisles, landscaping, and utilities. The buildings, pavement, utilities, and some landscaping will be demolished to accommodate the proposed residential project. Proposed grading will provide building pads and will direct runoff towards the southernmost corner of the site. The project engineer estimates grading to be 11,000 cubic yards of fill. A grading and drainage plan has been provided for informational purposes. The future tentative map application will be accompanied by a preliminary grading plan for review and approval by the Planning Commission.

In addition to providing a functional drainage system for flood control purposes, the project includes storm water treatment measures to reduce the effect of urban runoff pollution. The design team has included a concept storm water treatment plan (sheet C-5A) that includes bio-swales, pervious gutters, and an underground storm water treatment vault (CDS unit). Staff feels that there are additional opportunities to reduce the water quality impacts from this project; thereby better conforming to the countywide municipal storm water permit. Planned District Condition of approval E-8 requires the applicant to incorporate more site design measures to reduce the water quality impacts of the project.

***Environmental Review:***

An Initial Study and Mitigated Negative Declaration was previously prepared and adopted for this anticipated development as part of the Housing Element Implementation Program. The environmental analysis identified concerns regarding potential impacts to new residents related to noise and vibration, as well as tree preservation and air quality. The Mitigated Negative Declaration and associated Mitigation Monitoring Plan includes mitigation measures which will reduce the identified impacts to non-significant levels. These mitigation measures have been included as conditions of approval for this project (Condition A-7). These measures include acoustical and structural engineering methods to reduce effects of noise and vibration from the nearby railroad; dust suppression and asbestos survey methods to reduce impacts to air quality; and, specific landscape and tree requirements.

A finding is proposed that the previously adopted Mitigated Negative Declaration for this project, PLN2004-00272, adequately addresses potential impacts and the project would not have a significant effect on the environment based upon the implementation of the identified mitigation measures.

***PUBLIC NOTICE AND COMMENT:***

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Public hearing notification is applicable. A total of 54 notices were mailed to owners and occupants of property within 300 feet of the site. The notices to owners and occupants were mailed on December 29, 2005. A Public Hearing Notice was published by The Argus on December 29, 2005.

***ENCLOSURES:***

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***Exhibits:***

Exhibit "A" - Rezoning Exhibit

Exhibit "B" - Finding and Conditions of Approval

Exhibit "C" - Preliminary/Precise Site Plan, Architectural Elevations, Floor Plans and Landscape Plans

Exhibit “D” - Mitigation and Monitoring Report Program for Castilleja (PLN2005-00348)  
Exhibit “E” - Color Board

***Informational Items:***

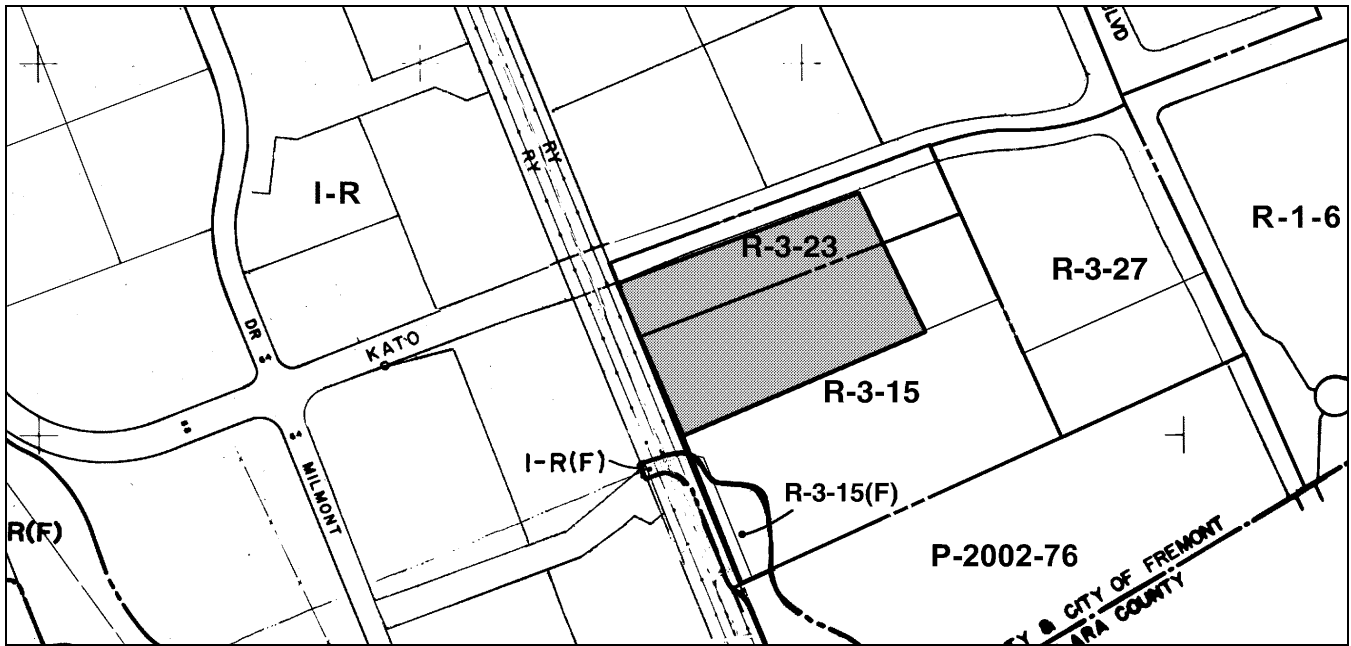
1. Notice of Determination, Environmental Declaration, Certificate of Fee Exemption and Mitigated Negative Declaration for Housing Element Implementation Program #21
2. Planned District Justification
3. Conceptual Renderings

**RECOMMENDATION:**

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1. Hold public hearing.
2. Recommend that the City Council find that the initial study and Mitigated Negative Declaration previously circulated and adopted for the General Plan re-designation and rezoning, PLN2004-00272, has evaluated the potential impacts that this project could cause, either individually or cumulatively, on wildlife resources and find that there is no evidence the project would have any potential for adverse effect on wildlife resources.
3. Recommend that the City Council find that the Mitigated Negative Declaration previously circulated and adopted for the General Plan re-designation and rezoning, PLN2004-00272, adequately addresses potential impacts arising from the proposed project and the identified mitigation measures, which are incorporated as conditions of approval, will reduce potential impacts to less than significant levels and further find that this action reflects the independent judgment of the City of Fremont.
4. Recommend to the City Council approval of the Mitigation Monitoring Plan (Exhibit “D”) for Castilleja Planned District (PLN2005-00348).
5. Recommend to the City Council find that the project is in conformance with the relevant provisions contained in the City's General Plan. These provisions include the designations, goals and policies set forth in the General Plan's Housing and Land Use Chapters as enumerated within the staff report.
6. Recommend to the City Council find PLN2005-00348, as per Exhibit “C” (*Preliminary/Precise Site Plan, Architectural Elevations, Floor Plans and Landscape Plans*), fulfills the applicable requirements set forth in the Fremont Municipal Code; and further recommend that the City Council find that the requested deviations from the City's private vehicle access ways (PVAW's), and zoning standards, are justified for the reasons set forth in the staff report and in Finding No. 4.
7. Recommend to the City Council the rezoning as shown on Exhibit “A” (Zoning Exhibit) and Exhibit "C" Sheet(s) (*Preliminary/Precise Site Plan, Architectural Elevations, Floor Plans and Landscape Plans*) and Exhibit "E" (color board) for PLN2005-00348 be approved, based upon the findings and subject to the conditions of approval set forth in Exhibit "B".

**Existing Zoning**  
Shaded Area represents the Project Site



**Existing General Plan**



# EXHIBIT "A"

Attached to and made a part of

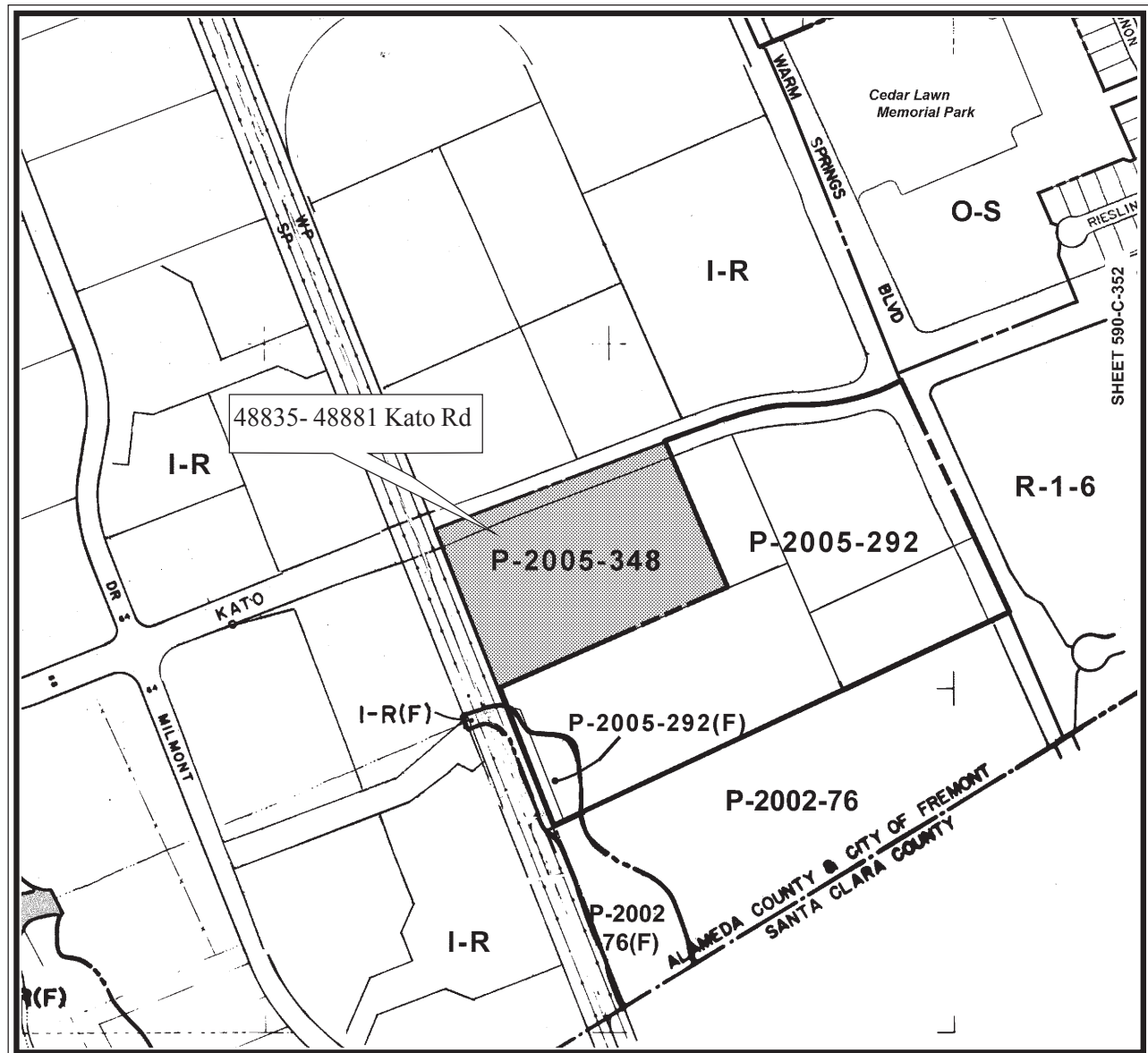
**Ordinance No.** \_\_\_\_\_

adopted by the City Council of the City of Fremont, California

**On the** \_\_\_\_\_ **day of** \_\_\_\_\_, **20** 06 **.**

## ZONING MAP (SECTION)

AFFECTS ZONING MAP(S) FOR THE INDUSTRIAL PLANNING AREA



From: R-3-15 & R-3-23

To: P-2005-348

Project Name: Castilleja Planned District

Project Number: PLN2005-00348 (pd)

SR

**EXHIBIT "B"**  
**Castilleja Planned District**  
**PLN2005-00348**

**FINDINGS**

The following findings are made by the Planning Commission based on information in the staff report and testimony at the public hearing on January 26, 2006, incorporated hereby:

1. The proposed Planned ("P") district, or a given unit thereof, can be substantially completed within four years of a preliminary and precise "P" district approval because the site is a size where construction of the project could be completed in a multi-phase development within the time frame specified.
2. That each individual unit of development, as well as the total development, can exist as an independent unit capable of creating an environment of sustained desirability and stability or that adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which could not be achieved under another zoning district.
3. That the existing streets and thoroughfares and required on-site improvements are suitable and adequate to carry anticipated traffic, and anticipated future potential for site development will not generate traffic in such amounts as to overload the street network outside the "P" district because the site is suitable for the proposed use and minor street improvements will be installed to facilitate traffic movement. The on-site circulation and parking improvements can reasonably and adequately serve the residential development.
4. The applicant's proposed modified street standards and building setbacks are warranted by the use of high quality building materials such as wrought iron, tile inlays, concrete tile roof; the incorporation of common open space twice the size of the required open space with amenities such as a play structure, fountain and seating areas, installation of varied pavement materials; and enhanced entry feature at the primary entrance.
5. That the area surrounding said development can be planned and zoned in coordination and substantial compatibility with the proposed development. This site is an infill development with pending residential development proposed on adjacent land with that development being planned in coordination with this project.
6. That the "P" district is in conformance with the General Plan of the City of Fremont. The project conforms to the General Plan land use designations of Medium Density Residential, 11 to 15 and 18 to 23 dwelling units per acre by averaging density across the entire site and is consistent with and implements the goals and policies of the Land Use and Housing Chapters of the General Plan.

7. That existing or proposed utility services are adequate for the population densities proposed. None of the responsible utility companies have stated they will be unable to provide the required services to the site.
8. All public improvements or facilities required as a part of this approval are directly attributable to the proposed development, and are required for reasons related to public health, safety and welfare.

### **General Conditions**

- A-1 The approval of PLN2005-00348 shall conform to Exhibit "C" (Preliminary and Precise Site Plan, Floor Plans, Elevations and Landscape Plan), Exhibit "E" (Color and Material Sample Board) and all the conditions of approval set forth herein. This Planned District, P-2005-348, entitles the construction of 114 residential units with associated site, open space, landscape and circulation improvements. The common open space/private park shall remain as permanent open space for the entire life of this project.
- A-2 Plans shall be submitted to the **Development Organization** for review and approval to ensure conformance with relevant codes, policies, and other requirements of the Fremont Municipal Code.
- A-3 Minor modifications to the approved building designs, elevations and colors may be made, subject to review and approval of the Planning Director or his/her designee if such modifications are in keeping with the architectural statement of the original approval. However, the Planning Director shall retain the authority to determine the level of review required, including a Planning Commission and City Council review.
- A-4 The project shall be subject to all City-wide development impact fees. These fees will include, but are not limited to, fees for fire protection, park dedication, park facilities, capital facilities and traffic impact. The fees shall be calculated at the fee rate in effect at the time of building permit issuance. A fee credit shall be given for the industrial buildings to be demolished.
- A-5 Construction hours will be limited to the following and no construction will be allowed on Sundays or holidays: 7 a.m. to 7 p.m. Monday through Friday; 9 a.m. to 6 p.m. Saturday. A sign shall be posted on site during construction specifying the hours of operation.
- A-6 Lighting associated with the project shall be subject to staff review and approval during the Development Organization review process, and shall be of a residential pedestrian scale and decorative in nature. Light standards shall be located throughout the project site subject to review and approval of the City of Fremont Police Department and Planning Division.
- A-7 Per the previously adopted Mitigated Negative Declaration, PLN2004-00272, the applicant shall include the following mitigation measures into the project:

1. To mitigate the identified air quality impacts of grading and construction, dust



suppression measures shall be incorporated into the project conditions of approval and construction drawings. Dust generated on the project site shall be controlled by watering all exposed areas at least twice daily during excavation, and especially during clearing and grading operations. Additional watering on windy or hot days is required to reduce dust emissions. Stockpiles of sand, soil, and similar materials shall be covered with a tarp. Cover trucks hauling dirt or debris to avoid spillage. Paving shall be completed as soon as feasible to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be replanted to minimize the generation of dust. A person shall be designated a person to oversee the implementation of the dust control program.

2. In terms of demolition activities, applicants and/or owners shall be required to receive appropriate approvals from all regulatory agencies, including a “J” number from the Bay Area Air Quality Management District (BAAQMD).
3. Prior to any demolition, renovation or removal of structures on any of the project sites, an asbestos survey of existing structures shall be performed consistent with National Emissions Standards for Hazardous Air Pollution guidelines. If warranted, a remediation plan to remove asbestos shall be prepared and implemented. Said plan shall be consistent with applicable Fremont Fire Department standards, Bay Area Air Quality Management District requirements and Cal-OSHA standards. Necessary permits shall be obtained from all applicable regulatory agencies. In addition, a lead based paint survey shall be conducted. If lead-based paint is encountered, the requirements as outlined in Cal OSHA Lead in Construction Standard, Title 8, CCR Section 1532.1 (or succeeding regulation) shall be followed.
4. Should any cultural resources be unearthed during site development work, the provisions of **CEQA Guidelines -Section 15064.5(e) and (h)**, will be followed to reduce impacts to a non-significant level.
5. Standard water pollution and erosion control measures following Best Management Practices (BMPs) will be implemented to prevent runoff and sedimentation from entering the storm drain system. The project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the National Pollution Discharge Elimination System (NPDES) program established by the Clean Water Act.
6. The following measures shall be implemented to mitigate impacts from noise and vibration:
  - The interior noise levels within all residential units due to exterior transportation sources (existing and future road traffic on Kato Road, existing and potential future Union Pacific Railroad freight operations, and potential future BART rapid transit trains) shall comply with the limits in Policy HS 8.1.1 of the City of Fremont Health & Safety General; specifically noise exposure levels of 45 dBA  $L_{dn}$  in all habitable rooms, and instantaneous noise levels of 50 dBA  $L_{max}$  in bedrooms and 55 dBA  $L_{max}$  in other habitable rooms. If the interior noise limits can only be met with the

windows closed, mechanical ventilation meeting code ventilation requirements shall also be provided.

- A ten (10) foot high sound wall shall be constructed along the western property line to reduce wheel/rail noise contribution from existing and future freight train movements, and future BART train noise.
- Seven (7) foot sound walls shall be constructed for the private yard areas along Kato Road to mitigate potential traffic noise.
- Residential units affected by vibration from existing and potential future freight and rapid transit train movements shall be designed in a manner to reasonably mitigate building vibration. This shall include slab on grade construction for the first floor, and wood joist systems having natural frequencies of 25 Hz or greater for the upper floors, which shall be accomplished by one or more of the following: deeper joists, shorter joist spans, joist stiffening, and gluing and screwing the plywood sub-floor to the joists, subject to the review of the City's Noise and Vibration consultant.
- The applicant/developer shall provide full disclosure to buyers regarding the potential noise and vibration impacts associated with the site. Potential buyers should be advised that although all reasonable and practicable measures have been taken to reduce noise and vibration impacts, they may still be affected by noise and vibration from existing and future train and BART operations.

7. As mitigation for the removal of up to 109 trees, the following items shall be required:

- Street trees of 24" box size shall be provided along Kato Road and at approximately 35' on center. Street trees shall be installed per the City's Standard Detail for Street Tree Planting. Species and location are subject to the approval of the City's Parks Supervisor.
- Specimen trees of 60" box size shall be included as part of the landscape features at the gateway/entry nodes at Kato Road. There shall be no less than two such areas throughout the project site featuring specimen size trees; species subject to staff approval during Tract Improvement Plan review and Development Organization review.
- All trees in and surrounding the Common Open Space shall be installed as 36" box size or greater. The Common Open Space Landscape Plan shall also provide space for a minimum of two 60" box size specimen trees, species subject to staff approval during Tract Improvement Plan review and Development Organization review.
- All other new trees shall be minimum 24" box size.

A-8 All mechanical equipment, including any roof-mounted equipment, (i.e. air conditioning units or similar) shall be screened from view from adjacent public and private rights-of-way, on-site parking, and neighboring residential properties.

- A-9 Final building design, colors and materials shall be consistent with Exhibit “B” (Preliminary and Precise Site Plan, Floor Plans, Elevations, Landscape Plan, Preliminary Grading and Drainage Plan) and Exhibit “D” (Color and Material Sample Board), subject to staff review and approval during Development Organization review.
- A-10 Regarding the proposed private sidewalk (700 feet x 4 feet) which runs along the northern boundary of the westerly half of the project and straddles the property line shared with KB Home:
- a. Before the first final map is recorded for the project, the developer shall record a mutual easement agreement for the sidewalk (with the adjacent property owner).
  - b. Before the first building permit is obtained, the developer shall record a shared maintenance agreement with the adjacent property owner for the sidewalk, to include among other things provisions for insurance, indemnification, right of entry, and allocation of installation, repair and maintenance costs. This may be a separate agreement, or part of a larger agreement with the adjacent property owner.
  - c. Before a certificate of occupancy is issued for any home which abuts the sidewalk from either the north or the south, from either the Warm Springs Village project or the SCDC Kato Road project, the developer shall install the sidewalk. The sidewalk installation shall meet City sidewalk standards.

This proposed sidewalk is not subject to Government Code section 66462.5.

- A-11 The final design, layout, and construction of the proposed development shall conform to the Security Ordinance, No. 2484, as amended, including a lighted street address and appropriate security measures, subject to the review and approval of staff during the Development Organization review process.
- A-12 No exterior additions or modifications to the residences, including the addition of pre-manufactured sunrooms, shall be permitted. This condition shall be incorporated into the CC&Rs for this project. Additionally, this condition shall be incorporated as a deed restriction for each lot within the development, subject to the review and approval of staff prior to the acceptance of the first Final Map for this project.
- A-13 The applicant shall notify Planning staff of the construction schedule. At the time of installation of framing and stucco/siding, the applicant or a representative of the applicant, shall request an on-site inspection by the project planner, to ensure compliance with the architectural detailing of all buildings.
- A-14 A burrowing owl survey shall be conducted for the site and adjacent areas at least 30 days prior to any demolition or construction activities.
- A-15 A Homeowners Association shall be created for this residential project. The developer shall prepare a set of comprehensive Covenants, Conditions and Restrictions (C,C&R’s), subject to review and approval by the City of Fremont prior to Final Map approval.

A-16 The Covenants, Conditions and Restrictions (C,C&R's) for the project shall stipulate that the garages be used for the parking of vehicles only and not be used for storage.

A-17 Pursuant to Article 21.7 [Inclusionary Housing] of the Fremont Municipal Code, the Property Owner(s) shall enter into a BMR Master Developer Agreement with the City to provide at least 15% of total number of residential units made available at affordable housing costs within the for-sale development. A total of 17 units in Castilleja Planned District shall be available for participation in a below market rate (BMR) affordable housing program, subject to the review and approval of the Office of Housing and Redevelopment. The BMR Master Developer Agreement shall run with the land, be recorded in conjunction with the Final Map, and made part of the project's conditions of approval and shall be recorded on the property titles of each parcel designated for the BMR sales program. The BMR Master Developer Agreement shall include the following provisions:

- BMR units shall be affordable to families earning no greater than 110% or below of the county median income as defined by the United States Department of Housing and Urban Development in effect at the time of sale;
- Units shall only be available to eligible first time homebuyers as defined under the California Housing Finance Agency To the extent permitted by law, preference shall be given to those who currently live, work, or previously lived in the City of Fremont;
- To insure long-term affordability, and to assist the greatest number of families over the longest feasible time, BMR units shall be subject to resale restrictions under individual agreements developed by the City of Fremont, which shall be binding for a minimum of 30 years, renewable upon resale;
- The BMR sales price shall be computed as follows:

For a two bedroom unit, the sales price shall be computed based upon the maximum program restricted income for a family of three times a multiplier of 3.5, and for a three bedroom unit, the sales price shall be computed based upon the maximum program restricted income for a family of four times a multiplier of 3.5. For January 2005, the sales prices are:

**2005 BMR sales price: (Note: New sales prices for 2006 will be provided by the State in early 2006 and will apply to the Inclusionary units)**

2 bedrooms (family of 3 at 110% of area median income): \$284,900

3 bedrooms: (family of 4 at 110% of area median income): \$316,400

4 bedrooms: (family of 5 at 110% of area median income): \$341,950

- The City of Fremont Office of Housing and Redevelopment will conduct the Buyer Selection process and will provide eligible homebuyers to the Developer. The selection process will be described in the BMR Master Developer Agreement.

A-18. All sound walls as required by the Mitigated Negative Declaration are subject to further design review by staff during Development Organization review.

- A-19. Graffiti abatement shall be applied to the both sides of the soundwall along the railroad right-of-way. Abatement shall consist of anti-graffiti coating and landscaping in the form of vines subject to the review and approval of staff during Development Organization review.
- A-20. An Emergency Vehicle Access Easement (EVAE) shall be provided between this project and adjacent project to the south. The final location and design of this EVAE shall be subject to review and approval of the Fremont Fire Department.
- A-21. The color palette chosen for this project is subject to further review and approval by staff during Development Organization review.
- A-22. Guest parking spaces shall be revised to accommodate the required size of 9' x 17' with two foot overhang subject to the review and approval of the Development Organization.
- A-23. As shown on Exhibit "C", the project shall dedicate right-of-way on Kato Road in conformance with the General Plan and council approved precise plan map for Kato Road. The planned right-of-way for Kato Road is tapered from 88-feet to 146 feet. The required right-of-way dedication will be subject to review, modification, and approval of the City Engineer prior to final map approval.

### **Landscape Conditions**

- L-1. The following onsite trees are to be preserved: Trees #2, 3, 4, 5, 6, 7, 56 (Coast Redwood) and Trees #15, #21 (Evergreen Ash).
- L-2. Landscape plans shall be coordinated with civil engineer drawings to provide compliance with C3 standards for stormwater treatment through landscape features.
- L-3. All site amenities in the common open space area, including the children's playground, shall be fully accessible. The playground area shall be designed and installed to be in compliance with the California Code of Regulations, Title 22, Div. 4, Chap. 22, Safety Regulations for Playgrounds.
- L-4. The bio-swale area along the soundwall and railroad tracks shall be landscaped in a manner that will provide for a well-maintained, pleasant and secure environment. Vines and screening shrubs shall be provided for the soundwall to discourage graffiti. Tree plantings shall be included to the extent that they do not adversely affect the utility easements.
- L-5. Tree plantings along the southern boundary shall be coordinated with the adjacent residential development by KB Homes. The tree palette shall match or complement KB Homes' street tree selection at this boundary.
- L-6. Branches from mature trees may not overhang buildings and roofs. Adequate space to plant trees adjacent to buildings or other built features must be provided in the following minimum ways:

- a) Small trees (to 15 feet tall) no closer than 6 feet from building or 2 feet from paving, curbs, or walls with a minimum planting area 5 feet wide.
  - b) Medium trees (to 30 feet tall) no closer than 10 feet from building or 3 feet from paving, curbs, or walls with a minimum planting area 6 feet wide.
  - c) Large trees (above 30 feet tall) no closer than 15 feet from building or 3 feet from paving, curbs, or walls with a minimum planting area 6 feet wide, preferably 8 feet wide.
- L-7 All planting areas containing trees shall be free of all utility structures (including light standards) and other built features, consistent with the spacing requirements of City Standard Detail SD-34 City Standard Street Tree Clearances. In order to install all the trees shown on the "Landscape Concept Plan" utilities may require relocation subject to staff approval during Tract Improvement Plan review and Development Organization review.
- L-8 A landscape plan shall be submitted to the Development Organization or the Tract Improvement Plans, or both, as directed by the City Landscape Architect, for review and approval, indicating full details regarding: (1) paving materials and textures of walkways and paved pedestrian areas; (2) lighting of walkways and pedestrian areas with low intensity non-glare type fixtures; (3) screening of driveways and parking areas; and (4) landscaping of site and open areas. As part of the landscape plans the applicant shall submit:
- a) An underground irrigation plan.
  - b) Weed control specifications.
  - c) A lighting plan for the illumination of the building, pedestrian and parking areas. Type of lighting fixtures, their heights, intensity and direction shall be clearly indicated.
  - d) Construction details of raised planters, walkways, paths, benches, walls, fences, trellises, and other architectural features as appropriate to the project.
- L-9 All provisions of the City of Fremont Landscape Development Requirements and Policies (LDRP) shall apply to this project unless otherwise approved by the City Landscape Architect. Current copy of the LDRP available at the Engineering Counter shall prevail.
- L-10 Street trees shall be planted along Kato Road per the City Standard, subject to review and approval of the City's Park Supervisor.

### **Engineering Conditions**

- E-1 Tentative tract map, preliminary grading plan, and private street applications shall be submitted for Planning Commission review and approval, and may be subject to modifications at the time of review.
- E-2 The developer shall install complete street improvements to the centerline of Kato Road across the project frontage. Kato Road is four-lane thoroughfare with a pavement width of sixty-eight feet. Required improvements include, but are not limited to: removal of existing

sidewalk; installation of new sidewalk; replacement of existing damaged and/or displaced curb, gutter, and pavement to the centerline of Kato Road; and modify the existing striping or signing. The extent of repair or replacement of existing improvements shall be determined by the City Engineer during the review of subdivision improvement plans.

- E-3 The applicant shall submit with the tentative map application a concept-striping plan for Kato Road from the intersection at Warms Springs Boulevard to the at-grade railroad crossing to the west.
- E-4 Prior to the final map and subdivision improvement plans being scheduled for City Council, easements controlled by utility agencies (ACWD, USD, ACFC&WCD, PG&E, etc.) and private parties, shall have been vacated in entirety, partially vacated, or conditionally approved for vacation, as conceptually shown on planned district Exhibit C.
- E-5 Prior to Planning Commission consideration of a tentative map for this project, the developer shall apply for and receive approval of an easement vacation for the sidewalk easement along Kato Road.
- E-6 The developer shall comply with the City's Urban Runoff Clean Water Program in accordance with the NPDES requirements issued by the State's Water Quality Control Board.
- E-7 In accordance with the Alameda Countywide NPDES Municipal Stormwater Permit, Order R2-2003-0021, NPDES Permit No. CAS0029831, the property owners shall enter into a maintenance agreement for the long-term operation and maintenance of on-site stormwater treatment measures. The agreement shall run with the land and be recorded at the same time that the final map is recorded.
- E-8 The project shall incorporate additional site design measures to reduce the water quality impacts of the project. Site design measures shall include, but are not limited to: using permeable pavers or permeable pavement for sidewalks in the paseos and for guest parking stalls between houses; installing infiltration planters within the paseos to filter runoff from roofs; expanding the use of pervious gutters throughout the site, specifically within the auto courts; and adding a media filter to the proposed CDS unit. Final storm water treatment site design and details shall be subject to review and approval of the City Engineer, prior to final map approval.
- E-9 Water main connections this project and the adjacent project to the south, Warm Springs Village by KB Home, shall be coordinated and will be subject to final review and approval by the Alameda County Water District (ACWD) and the City Engineer, prior to final map approval.
- E-10 Prior to final map approval and approval of improvement plans for the realigned storm 48-inch storm drain within the project site, the developer shall map the hydrology of the existing public storm drain system upstream of the project site to the manhole at the intersection of Scott Creek Road and Riesling Street. The realigned storm drain shall be increased in size

(greater than 48 inches) if the increase is shown to lower the hydraulic grade line at in the upstream system, subject to review and approval of the City Engineer.

- E-11 Prior to issuance of building permits for proposed buildings within existing easements, the easements shall be vacated by the holder of the easement. Such existing easements include, but are not limited to: a 15-foot easement to Alameda County Flood Control and Water Conservation District; a 15-foot easement to Alameda County Water District; a 10-foot P.G.&E. easement.
- E-12 Prior to recordation of the final map for planned lots encumbered by the existing 15-foot wide easement to Alameda County Flood Control and Water Conservation District easements and the existing 15-foot wide easement to Alameda County Water District, the easements shall be conditionally vacated by those agencies.

### **Fire Department Conditions**

- F-1 The applicant shall install an automatic fire sprinkler system in all buildings for fire protection purposes. Waterflow and control valves must be monitored by a central alarm monitoring system and Central Station, except single family dwellings. The monitoring system shall have a smoke detector placed over the fire panel, a pull station, and an audible device located in a normally occupied location.
- F-2 Plan, specifications, equipment lists and calculations for the required sprinkler system must be submitted to the Fremont Fire Department Authority and Building Department for review and approval prior to installation. A separate plan review fee is required. Standards Required: NFPA 13-D for single family dwellings.
- F-3 The applicant shall provide the Fremont Fire Department with a site plan/ Civil Utility Plan for approval of public and on-site fire hydrant locations.
- F-4 The applicant shall comply with Fremont code requirements for installation of fire retardant roof coverings.
- F-5 The applicant shall provide all weather surface (paving) for emergency vehicle access within 150 feet of all construction or combustible storage. This access shall be provided before any construction or combustible storage will be allowed. UFC 902.2.1.
- F-6 The applicant shall install Fire alarm system as required. The system must be monitored. The system must be N.F.P.A. 72 compliant and have an interior audible device per the U.F.C. Upon completion a "UL" serial numbered certificate shall be provided at no cost to the City of Fremont Fire and Life Safety Inspector. Fire alarm systems devices shall be addressable and report to the Central Monitoring Station addressable.
- F-7 Buildings over 35' in height require fire apparatus roadways with a minimum 26' width. Set back from buildings must equal 1/4 height of the building plus a 26' roadway. Ex: 4 story 48' peak roof divided by 1/4 = 12' setback, plus 26' roadway. If a fire hydrant is required,



the road must be 26 foot wide for 20 feet on both sides of the hydrant(s).

- F-8 Address must always be visible from Public Street or PVAW.
- F-9 Any/all new street names and addressing shall be approved by the Fire Department.
- F-10 A driveway access serving one dwelling/structure shall have a minimum 20 foot unobstructed width driveway/access road. The access road must provide all portions of the first floor with the required 150 feet access to the rear of the building. A driveway/ access road serving two or more dwelling/structures shall have a minimum 20 foot unobstructed width. A driveway access serving three or more dwelling/structures shall have a minimum 20 foot unobstructed linear width. These driveways/access roads shall be designated as Fire Lanes. Driveway /access roads and shall meet Fire Department standards for distance, weight loads, turn radius, grades, and vertical clearance. Approved turnarounds shall be required for distances over 150 feet from public streets. Other mitigation's shall/may be required in addition to those listed. (UFC 1994, Sec. 902.2 as amended)
- F-11 Fire hydrant spacing requirement is: 300 feet. The distance is measured as the fire engine travels on all-weather surfaces.
- F-12 The applicant must immediately notify the Fremont Fire Department, Hazardous Materials Unit of any underground pipes, tanks or structures; any suspected or actual contaminated soils; or other environmental anomalies encountered during site development activities. Any confirmed environmental liabilities will need to be remedied prior to proceeding with site development.
- F-13 The developer shall install an Emergency Vehicle Access Easement between this project and adjacent project to the south, Warm Springs Village by KB Home, subject to review and approval of the Fremont Fire Department.